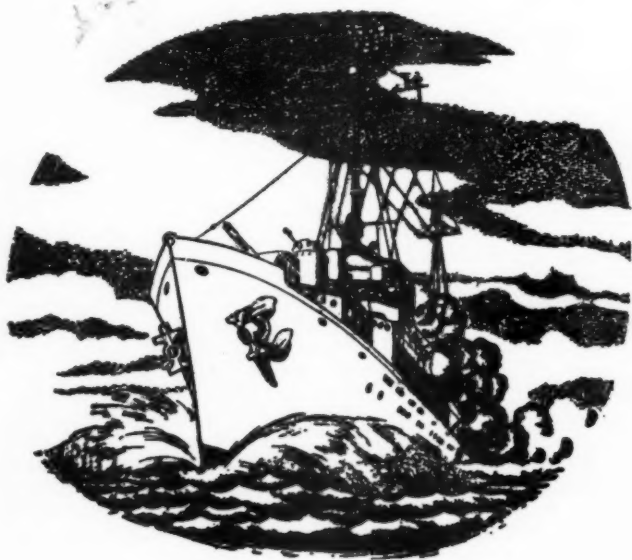


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GENERAL INFORMATION

U.S. COAST GUARD



BULLETIN



MARCH 1950

VOLUME 5

CG 134

NUMBER 9

Now Hear This:

A Coast Guard officer will be heard Wednesday, 29 March, via the National Broadcasting Company network, as the subject of the program, "This Is Your Life," with Ralph Edwards as the master of ceremonies.

The show will highlight incidents in his long Coast Guard career and publicize important Coast Guard activities. Several former shipmates of the subject, both active and retired, will be surprise guests during the 30-minute program.

Check your local NBC Station or your newspaper for this program!

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U.S. COAST GUARD BULLETIN...



Washington, D. C.—March 1950

Coast Guard Delegation Heard by Subcommittee In Request for Funds

Representatives of the Coast Guard, headed by Vice Adm. Merlin O'Neill, the Commandant, appeared in January before the subcommittee of the House Committee on Appropriations to explain the proposed Service program for the 1951 fiscal year and to seek a total of \$186,504,000 to implement it. The requested amount compares with \$145,684,000 appropriated in the regular appropriation act for the current fiscal year.

The Coast Guard request included \$137,850,000 for operating expenses; \$28,979,000 for acquisition, construction and improvement; \$15,575,000 for retired pay, and \$4,100,000 for Reserve training.

In an opening general statement before the subcommittee, the Commandant explained reasons for the increases in estimates.

Operating expenses, he said, cover the activities of search, rescue, and law enforcement, operation of aids to navigation, and operation of ocean stations. Additional money will be needed for pay increases, maintenance of shore structures, additional field positions to complete field installations for new accounting and supply systems, and for personnel and other expenses to operate 22 additional aircraft needed for search and rescue.

The amount requested for capital expenses under the heading of acquisition, construction and improvement represents an increase of \$18,979,000 over the current fiscal year. The major part of this increase is for purchase of replacement aircraft and 22 additional aircraft, inas-

much as present aircraft are rapidly approaching a state of obsolescence. The construction of a loran chain in the Gulf of Alaska and certain visual aids to navigation in harbors and rivers also is planned.

Increases authorized by Public Laws 351 and 435, the admiral continued, consequently brought up the estimates for retired pay. Additional retirements authorized by law also are anticipated.

The Reserve training program, the subcommittee was told, is needed as badly today as it has been in the past. The Commandant explained an impression appeared to exist that there is no legal authority for the Reserve and that a request for training funds was subject to criticism for this reason. However, the Reserve is authorized by act of Congress and was so authorized before World War II, he said, and "therefore, there is no question of the authority for this program, but simply a matter of the means to carry out the program directed by Congress."

Other subjects discussed in the opening statement were as follows:

The Coast Guard is discharging its duties with a limited number of aircraft: 69 fixed-wing and 10 rotary-wing. This number was deemed "inadequate" for day-to-day assistance and to meet requirements imposed upon the United States by the International Civil Aviation Organization. Although the Coast Guard has been aided in some areas by the availability of facilities of other armed services, these facilities were primarily for military purposes and several now are being withdrawn, leaving certain areas with little or no assistance.

In fiscal year 1949 the number of ocean



COAST GUARDSMEN TREATED FOR EXPOSURE AFTER SAVING PAIR

Seaman Edward O'Leary, 22 (left) Dorchester, Mass., and Seaman Donald Wamby, 21, Rome, N. Y., appear none the worse for wear at a Winthrop, Mass., hospital after participating in the successful rescue of two Revere fishermen whose lobster boat stranded overnight on breakwater rocks. A JRF dropped one raft at day-break, but it apparently was not seen by the fishermen; Patrol Boat 83486 then launched a second raft and completed the rescue.

stations gradually increased to 9½, including 2 in the Pacific, the last station being placed in operation at the end of the fiscal year. Simultaneously, an international conference to study ocean requirements in the Atlantic reduced the over-all demand from 13 to 10, and the United States share from 7½ to an eventual 5½. Also, at the same time, an appropriation cut in pay and allowances necessitated a reduction in ceiling of 30 officers, 6 warrant officers, and 360 men, this cut being applied against the ocean station program because it coincided with the decreased demand in the Atlantic. One of the stations so recently occupied was abandoned as an economy measure.

In view of the fact that the Coast Guard has never had sufficient stations to meet the demand in the Pacific, facilities released in the Atlantic were transferred to the Pacific. The Coast Guard now mans three stations between the Pacific coast and Hawaiian Islands, only 50 percent of the requirement established by the Air Coordinating Committee. The Service expects to continue to man 5½ stations in the Atlantic for the balance of the year, or until such time as the Netherlands has a vessel prepared to assume Station ABLE one-third of the time.

Public Law 207, which revised and re-codified title 14, United States Code, stands as the first clear, complete ex-

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pression of Congress of the manifold duties of the Coast Guard and its responsibilities and authority.

The improvement of the accounting and supply systems has progressed materially and should be substantially completed early next fiscal year. The system provides for decentralization of detailed accounting to field offices, with central consolidation of reports and analyses for management purposes, use of site audits, and reduction of departmental post-audits, and the development of sound cost information. Much of the later testimony was devoted to this subject.

A special board of officers has made a detailed examination of the need of each lifeboat station, light station, and lightship operated by the Coast Guard in the interest of economy without increasing maritime hazards. Some units may be discontinued.

Interrogation of Coast Guard representatives by subcommittee members brought out the following facts:

The Coast Guard now has 141 vessels in operation, exclusive of aids-to-navigation vessels. This figure included 39 "major" cutters.

Of the three ice-breakers loaned to Russia during World War II, one since has been returned. It was identified as the original *Southwind* and reportedly had been handed over to the United States at Yokosuka Naval Station in Japan.

A substantial increase in the number of navigational aids required is "largely due" to changes in channels and improvements accomplished by Army engineers.

The new Chapel at the Coast Guard Academy, New London, Conn., should be "well along" in the fall of 1950.

The Coast Guard would spend \$4,100,000 to train 1,900 Reserve officers and 6,000 Reserve enlisted men. The ultimate goal is 2,469 officers and 26,645 enlisted men, with a maximum annual cost of \$8,000,000.

The plea for Reserve funds was supported strongly by others as well. Defense Secretary Louis Johnson, in a letter to Secretary of the Treasury John Snyder, said, in part, "I desire to go on

record as fully concurring with the request. * * * While many of the wartime purposes of the Coast Guard are but large-scale expansions of its peacetime functions. * * * I am particularly perturbed about the security of our ports in the event of an emergency. It is vital to national defense that a modest but highly trained force be in being to detect sabotage, supervise explosives loading, prevent waterfront fires and explosions, control the identity of waterfront personnel, etc."

Maj. Harold C. Theus, legislative counsel for the Reserve Officers Association, testified before the subcommittee that lack of an adequate port security force is endangering the security of the country and that training of a Coast Guard Reserve will not duplicate Naval Reserve training, but will supplement it. He asserted the ROA national convention went on record in July 1949, urging activation of the Coast Guard Reserve program.

Auxiliary Boat Repair Responsibility Clarified

Although the Coast Guard lawfully is responsible for loss or damage when an Auxiliarist's boat is in official use, it does not necessarily follow that the breakdown of a vessel's motor while in Coast Guard service entitles the owner to the cost of repair.

Legal Division, Headquarters, stated that such breakdowns may be due to normal wear and tear, or some neglect of the owner, which had taken place over a long period prior to the loan of the boat. Unless it can be shown that the loss or damage resulted primarily from, and is attributable to, Coast Guard use of the vessel, it asserted, reimbursement is not authorized.

BMC Frederick M. Rummel, assigned to Coast Guard recruiting duty, had no difficulty recently in persuading himself that he should reenlist for 6 more years. What's more, he promised that his 2 sons, 17 and 15 years old, will enter the Coast Guard upon graduation from high school.

1,925 Applications Are Received for Cadet Test

No less than 1,925 young men throughout the United States filed applications to take examinations leading to a 1950 appointment to the Coast Guard Academy, New London, Conn., according to an official Headquarters report.

This total was a healthy increase over the 1,449 applicants recorded last year. At the filing deadline, 15 January, the Division had received 1,843 applications.

The heavy attrition that will whittle away at this grand total figure, for one reason or another, until some 200 appointees have put in an appearance at the Academy, started immediately. Three hundred and eighty-five were notified early in February that bars such as defects found in preliminary physical examinations or inadequate high-school credits would make them ineligible for the examinations.

The all-important tests were held in 64 centers throughout the country on 20-21 February. With three exceptions, the tests were conducted by civil service personnel. Coast Guard representatives, however, handled the necessary personal interviews at the centers. All papers were sent to the Academy for grading.

The next step was the convening of the adaptability board, which assigns marks to candidates with qualifying scores. This qualifying score varies annually, of course, depending upon the number of candidates, the number of cadets desired by the Academy and the bracketing of the examination results.

Applicants otherwise qualified will be notified about 23 March to take the final-type physical examination on 3-4 April. All medical papers go to Headquarters for consideration. The appointments will be in the mail on 1 May, according to the schedule of operations. Those who have survived all tests probably will report to the Academy early in July.

Technically, it was explained, two kinds of appointments are made originally. The best-qualified candidates within the initial zone of consideration,

200 spaces, will be offered definite appointments. Those in the category over 200 will be told to stand-by in the event any members of the first group decline appointments; selection then will be in order of their standing as vacancies occur.

International Ice Patrol Ready for Annual Stint

Coast Guard vessels and planes were in readiness early this month to begin their yearly ice patrol in an operation officially titled, "The International Ice Observation and Ice Patrol Service in the North Atlantic Ocean."

PBY amphibians already had made several reconnaissance flights over Greenland and Labrador waters, source of North Atlantic icebergs. When bergs are in position to threaten shipping lanes, Coast Guard PHIG's (converted B-17's) will make daily observation flights.

The ice observation service is to determine the location and movement of icebergs and field ice, and to send ice warnings to ship navigators. At the same time the Coast Guard will continue its study of weather and ocean currents in ice areas. The patrol service, by means of plane and ship scouting and radio information from all sources, will locate bergs and field ice menacing North Atlantic lane routes.

Ice information will be broadcast twice daily from Coast Guard Radio Argentia. Navy Radio Washington will broadcast daily ice information bulletins on the regular hydrographic broadcast schedule. Coast Guard stations at Boston, New York, and Norfolk will repeat this information in local transmissions. Special broadcasts also may be made.

The 180-foot oceanographic vessel *Evergreen*, based at Boston, was alerted for sea duty by 15 March. She will start making charts off Newfoundland about 1 April. The 213-foot seagoing tug *Acushnet*, Portland, Maine, and the 250-foot gunboat *Mocoma*, Miami, will stand by in the event an ocean surface patrol is necessary; if ordered out they will be based at Argentia.



CADET BATTALION COMMANDER, STAFF CONFER AT ACADEMY

Top-ranking cadet officers of the Coast Guard Academy, all first classmen, met recently to discuss the resumption of parade-ground drills when weather permits. Left to right, front row, are Douglas Burke, battalion commander; John Beebe-Center, executive officer; Raymond Wood, adjutant, and Alfred Binder, plans and training officer. Second row: Robert Adams, Harry Fiegelson, Benedict Stabile, and Sidney Vaughn, company commanders.

Cadet Douglas Burke Is Battalion Commander

Douglas R. Burke, 22, Bay Village, Ohio, is the highest ranking cadet officer and 1949-50 battalion commander at the Coast Guard Academy, New London, Conn. Burke was a member of the boxing and football squads, playing varsity center the past four seasons.

Positions of the various battalion and company staffs are awarded members of the First Class largely on the basis of appearance, aptitude, academic work, athletic ability, and qualities of leadership.

Assisting Burke are Cadets John Beebe-

Center, 22, Swampscott, Mass.; Raymond H. Wood, 22, Wilmington, Mass., and Alfred Binder, 22, Maplewood, N. J. Beebe-Center is editor of "Surf 'n Storm," and formerly attended M. I. T. Wood managed the varsity grid squad last season and Binder, who participates in baseball, boxing and football, was assistant varsity football coach and mentor of the unbeaten junior varsity. Both Wood and Binder are former Coast Guard enlisted men.

This year's company commanders are Cadets Robert Adams and Sydney Vaughn, Jr., both of St. Petersburg, Fla.; Harry Fiegelson, Stevens Point, Wis.; and Benedict Stabile, Brooklyn, N. Y. Vaughn was captain of the football and

baseball teams, placing on the All-Connecticut football eleven. All are 22 years old.

Company executive officers include Cadets Walter Igenfritz, Washington, D. C.; Clifford DeWolf, East Haven, Conn.; Lynden Kibler, Madison, N. J.; and George Bond, Massillon, Ohio. Cadet David Klingensmith, Athens, W. Va., who won the Connecticut Valley cross-country championship and captains the cross-country and track teams, is supply officer. Battalion CPO is Cadet Alva Carbonette, Picayune, Miss., a former enlisted man and captain of the Academy wrestling team.

Yachtmen Protest Buoy Removal With Poetry

Proposed discontinuance of yacht race course buoys in the Eleventh District brought a quick protest, in rhyme, from interested yachting enthusiasts.

"Guardsmen, spare those buoys," their letter pleaded, "remove not either one; through calm and storm they've guided us and their work is not yet done." The verses ended with a heartfelt appeal that "our yachts, our lives are in your hand, our prayers will never cease; so spare our guiding lighted buoys, and let us sail in peace!"

Whether district officials were swayed by the unusual manner of request was not officially reported.

Barnegat Light Shines Again, But Not to Sea

The light in the old Barnegat Lighthouse, located 30 miles southeast of Toms River, N. J., was switched on again in February for the first time in 13 years.

It marked the formal opening of the one hundredth birthday celebration of Ocean County, N. J., and the ceremony before 450 persons included a tribute to "Old Barney" by the mayor of Barnegat.

The lamp will shine at specified intervals until the end of 1950, but only for the benefit of those ashore. A mask has been placed east of the light to avoid interference with offshore navigation.

Communications Control Is Ordered Tightened

An increasing number of violation reports from the Federal Communications Commission involving Coast Guard units has resulted in a Headquarters order calling for a resumption of monitoring and strict control of circuits to insure discipline.

A memorandum explained that discipline necessarily was relaxed in the post-war period owing to personnel shortages, rapid turn-over in personnel and other causes brought about by the return to a normal status. From now on, it added, discipline is mandatory.

Whereas the FCC reported off-frequency operation, interference due to harmonic radiation and violations of silent periods, Headquarters found additional violations such as improper procedure, overmodulation and feedback on marine information broadcasts, prolonged calling, and unauthorized and superfluous transmissions.

Coast Guard Supply Ship Departs for Honolulu

Repainted inside and out and her equipment conditioned, the 339-foot supply ship *Kukui*, largest vessel in the Coast Guard, departed 13 February from Alameda, Calif., for her fifth consecutive annual cruise to West Pacific installations. She is commanded by Commander K. S. Davis and carries a crew of 110.

The *Kukui* took on fuel at Point Molate and then departed for St. Helens, Oreg., to pick up lumber for rebuilding Loran transmitting stations on mid-Pacific islands. Upon arrival at her home port, Honolulu, she will load additional materials for rebuilding a Loran station on Cocos Island, Guam, which was completely destroyed by a typhoon on 17 November 1949. This station has been operating on a temporary basis with tents and trailers since 22 days after the storm. En route to Cocos, she will make a brief stop at the Kwajalein Loran Station in the Marshalls.



COAST GUARD RESPONDS AS MIDWEST RIVERS OVERFLOW

This 8-year-old girl, barefoot and coatless in a chill wind, stands mute with relief after being carried to safety from her flooded home by fast-working Coast Guardsmen. A minute after this photo was taken, the little refugee was warm in a blanket and en route by automobile to a relief center for clothing and a hot meal.

Auxiliary Membership Is At 12,342 on 1 February

The Coast Guard Auxiliary on 1 February reported 12,342 members, with the Third and Ninth Districts providing better than 40 percent of the total. The Third listed 2,727 members, closely followed by the Ninth with 2,584.

The monthly Auxiliary report showed 6,090 vessels, 283 planes, 147 radio stations, 352 flotillas, and 99 divisions.

Final standings in the Inspection League as of 1 January gave the Thirteenth District a perfect record for facility inspections, followed by the Second and First. The Ninth District led in courtesy inspections with 3,408, more than 500 ahead of second-place Third

District. However, the Third District rendered 181 acts of assistance to pass the Ninth District's 146. The Twelfth District issued the most basic seaman-ship certificates, 243.

A bill (HR 7246) was introduced 9 February in Congress that would authorize service as a cadet to be included in the computation of cumulative years of service counted by members of the armed forces for determining basic pay they are entitled to receive upon completion of such years of service.

The active personnel strength of the Coast Guard was 23,601 on 31 January. This total included 2,014 commissioned officers and 419 cadets.



EX-SUBMARINE SPOTTER RUNS AGROUND NEAR FALSE CAPE, VA.

The 109-foot auxiliary schooner *Gee Gee III*, which saw duty as a Coast Guard vessel during World War II, ran hard aground at 2 o'clock in the morning south of Virginia Beach, Va., due to a faulty radio direction finder. A crew of five escaped. It required a week's strenuous effort by Coast Guard units to refloat her and tow her to safety. J. P. Hazzard III, Chapel Hill, N. C., the owner, later presented a plaque commemorating the rescue to Capt. J. E. Whitbeck, Fifth District Commander, in a ceremony at Headquarters which members of the North Carolina congressional delegation attended.

First of 3 Motorized Dental Vans Inspected

Odds that Coast Guardsmen stationed in isolated and remote areas of the United States will not be afflicted with lingering tooth troubles increased sharply with the announcement that the Coast Guard had contracted for the construction of three modern, complete-service dental offices on wheels.

The first of these mobile dental vans, costing approximately \$20,000 each and built to Coast Guard specifications, was exhibited recently at Headquarters,

Washington. En route from its Pennsylvania manufacturer, the van was inspected by service officials and the public and then continued to its permanent duty station in the Third District.

Like vans are being delivered to the Thirteenth and Ninth Districts for service in those areas. An older-type mobile dental unit in the Ninth District now will serve the Second and Fifth Districts, and a like transfer will be made from the Thirteenth to the Twelfth. The Seventh and Eighth Districts will continue to be served by an older-type unit until additional replacements are made available.

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Each of the new dental vans is manned by a Public Health Service dentist and a hospital corpsman-driver. Each will carry a dental chair and complete equipment, including X-ray and laboratory. A 200-foot cable on a reel can be run to the nearest AC-DC electrical outlet to supply power for all machinery and illumination. A similar length of hose will furnish necessary water.

The van is built on the cab-over-engine principle, is powered by a 130-horsepower engine and has a four-wheel drive. Weighing approximately 13,000 pounds, the van is capable of traversing mud, deep sand, and mountainous terrain. A steel body insulated with 2 inches of fiber glass insures that the dentist may work in all extremes of temperature, aided by electrical radiant heating in cold climates and large exhaust fans in warmer areas. Light is provided by shock-resistant fluorescent lamps in addition to seven large windows.

The van interior, 19 feet long and 7 feet wide, is completely equipped. The conventional chair and its various attachments are supplemented by built-in furniture and cabinets, X-ray and dark room, desk and laboratory bench, instrument cabinet, sink, linen and clothing lockers, and refrigerator. It also is equipped with an air compressor and hot-water heater. A small closed-off waiting room has a built-in divan for patients.

Reserve and Auxiliary Train Together in Eighth

A joint training program for the Reserve and Auxiliary has been inaugurated in the Eighth District by Lt. Comdr. Whitney C. Dunning, director of Reserve. Auxiliary members have been taking part in Reserve drills each week, and it is planned that training classes for the Reserve to make use of Auxiliary facilities soon will be established.

Although the Reserve program in the district is considered somewhat advanced for practical purposes insofar as Auxiliary training is concerned, the courses have been received enthusiastically by the Auxiliaries.

Court Upholds Decision Barring "Red" Operators

The right of the Commandant of the Coast Guard to deny licenses as radio telegraph operators to persons affiliated with, or sympathetic to, the Communist Party, has been upheld by the United States District Court of the District of Columbia.

The case came before the court as the result of a motion for a preliminary injunction against the Commandant, sought by three radio operators who had been denied licenses on the ground they were not, in the opinion of the Commandant, "suitable and safe" persons to be entrusted with the powers and duties as a licensed radio telegraph operator.

The court ruled that the statute in dispute vested broad discretionary judgment in the Commandant of the Coast Guard and that, in the absence of any evidence of misuse or distortion of this discretionary power, the court could not interpose its discretion or judgment in the matter.

Another motion by the unsuccessful applicants, seeking the appointment of a three-man court to hear the request for a preliminary injunction, was dismissed.

Point Allerton Station Is Lauded for Fine Record

The Hull-Nantasket (Mass.) Times devoted ample page 1 space and an editorial to praise the Point Allerton Coast Guard Station as being "the busiest and most active of any similar Government station on the New England coast."

Point Allerton crew last year won 127 missions, exclusive of searches and other "special jobs," the newspaper reported, and on these missions brought to safety directly or indirectly 1,059 persons and saved boat property valued at \$723,945.

The newspaper commented that the station is doing "a very excellent and thorough job" and is "fully deserving of the high degree of public respect and esteem which their faithful devotion to duty and efficient conduct has won for them."

Reservist Either Should Be Ready To Go or Quit, Bracken Tells Chapter

"I believe that a true reservist is a ready reservist, trained and able to take his place in his wartime billet immediately upon mobilization; ready physically, mentally, and morally without reservation because of family commitments, business commitments, or community commitments," Comdr. John Bracken, USNR, National Commander of the Reserve Officer Association, said at a recent meeting of the Coast Guard ROA Chapter in Washington.

"Collectively," Commander Bracken said, "I believe the true reserve is that force which is first to be called, available without any strings or jurisdictional claims, available to augment the regular forces and bring them to battle strength immediately upon the outbreak of hostilities.

"How many of those who are clamoring for active duty pay as reservists are prepared to sign an oath that they are available for immediate service?" he asked. Commander Bracken then explained, "There are many just claims on an individual that are far more important to him, and, yes, to the war effort of our country, than those of the military. My only point is that such an individual should not be in the military reserve if for any reason he will not be available when the call comes. He should not be taking up a billet or filling a rank which is needed that others might be trained, might be promoted."

Examinations will be held during April to establish eligibility lists for advancement to chief petty officer (acting appointment) in the following ratings: radarman, electronics technician, printer, hospital corpsman, engineman, electrician's mate, and damage controlman.

Approximately 189,000 school children of Los Angeles, Calif., saw Coast Guard films in the 6 months' period ending 31 December 1949.

Service Photograph Contest Set for Cap in May

The 1950 Inter-Service Photograph Contest will be conducted at Washington, D. C., in May and will be open to all Coast Guard entries.

Prizes will be awarded for the first three places in each of four "black and white" categories and in the color category. A grand prize will go to the best "black and white" entry. The perpetual contest trophy will be awarded to the service with the greatest number of points.

Last year Cadet J. L. Knabenschun led the field in color, and Lt. (jg) Charles Wayne took third place in Category 1 "Armed Forces On and Off Duty." Both were stationed at the Coast Guard Academy.

"Hands Off" Helicopter Flying Is Indicated Soon

That the "hands off" flying of the helicopter, comparable to instrument flying conditions with fixed wing planes, is possible and will be accomplished soon, was asserted in a talk given recently by Commander F. A. Erickson, USCG, Elizabeth City, N. C., before the American Helicopter Society in Philadelphia. His remarks were quoted in Tandemeer, publication of the Plasecki Helicopter Corporation.

The commander of the Coast Guard's Rotary Wing Development Unit revealed a development contract for the design, manufacture, and installation of a stabilizer on the HRP-1 which promises to give the desired helicopter control. The installation is the result of lengthy experimentation by Commander Erickson on both an HOS and an HO3S to get stabilized flight.

As a mark of respect to the late Air Force General Henry "Hap" Arnold, retired, who died suddenly in Sonoma, Calif., all Coast Guard ships not under way and all Coast Guard stations were directed to display the Flag at halfmast on 17-19 January.



COAST GUARD RESERVE POLICY BOARD MEETS AT HEADQUARTERS

In anticipation of the possibility that Congress may appropriate up to \$4,100,000 for Reserve training during 1950-51, the Coast Guard Reserve Policy Board met in Washington 20-21 February for the first time since 1948 to review the Reserve program and make certain recommendations to the Commandant concerning it. The Board is composed of, left to right: Lt. Wolcott Robinson, Philadelphia; Capt. Merle Gulick, New York; Capt. C. A. Anderson, chief of Reserve and Auxiliary Division, Headquarters, and Capt. Lawrence Bernard, Washington. A fifth member, Lt. Comdr. Marvin Coles, Washington, was absent when this photo was taken. The sixth member, Lt. Comdr. Carlton Skinner, Governor of Guam, was unable to attend.

New Emergency Radio Set Devised by USAF

A new battery-operated radio set, not much larger than a "K ration" package and designed to transmit and receive on very high frequency and ultra high frequency channels, has been developed by the Air Force.

In time, it is predicted, this set will replace the boxom "Gibson Girl," a World War II stand-by but cumbersome because of its weight and antenna length. Impervious to salt water, the new set uses a mer-

cury-type battery which will not deteriorate with age or lack of use.

Tests indicate a survivor aboard a life raft can transmit a message to a search plane as far as 80 miles away.

A Coast Guard boat evacuating flood victims in Missouri answered a distress call from an 80-year-old man, signaling frantically from a small house. "Just a minute," the man called, "I have to get my mother." Out of the home came 99-year-old Elizabeth Addy, spry and smiling, all ready for the boat ride.

Service Resumes Use Of Old Hatteras Light

Thanks to a beach reclamation and shore protection project undertaken in the middle thirties by the Civilian Conservation Corps and Works Progress Administration, the Coast Guard in January found it expedient to resume use of the old Cape Hatteras light tower on the North Carolina coast.

The change meant that a 150-foot steel skeleton tower, built in 1935 and located some 2,400 yards to the northwest, was "put in mothballs" and its rotating airway beacon discontinued. The new light on the old tower, tallest in the United States at 193 feet, consists of a 36-inch aviation-type rotating beacon installed in the lantern and is capable of a beam intensity of 250,000 candlepower visible 20 miles at sea.

The first lighthouse on Cape Hatteras was a stone tower 90 feet high, built in 1798. The present brick tower with granite base, 193 feet in height, replaced it in 1870. It was equipped with a first-order revolving lens having 24 panels which showed a flashing white light for nearly 65 years.

In 1935 the old tower was rendered untenable due to beach erosion and encroachment of the sea, which inundated the area surrounding the tower. The new steel tower followed. The next year custody of the brick tower and lighting apparatus was given to the National Park Service. The brick tower now is 500 to 900 feet inland.

Just in case the old tower is threatened again by the sea, the Coast Guard said, the steel tower will be held in reserve.

A metal pendant has been authorized for the Army Commendation Ribbon. Coast Guard personnel awarded the Ribbon prior to 1 October 1949, while serving in the Coast Guard or other armed service, may make application for the pendant through the Commandant (PMM).

The busy high-frequency international short-wave distress channel was cleared for 4 days in February to aid a search for a lost plane in northwest Canada. It is believed the first time in aviation history that radio transmission had been silenced on such a large scale—50 kilocycles on either side of 8,280 kilocycles.

NOTICE TO RECIPIENTS OF THE BULLETIN:

In accordance with requirements covering its authority to publish, the BULLETIN staff annually must revise its mailing list to insure that every copy is forwarded in response to a legitimate request. Such requests are filed for ready reference.

The 1950 BULLETIN mailing list will be revised effective 1 July. All requests for renewals must be received not later than 31 May; otherwise the mailing of "unrequested" copies will be discontinued. Those desiring the BULLETIN for the '51 fiscal year should indicate, by letter or post card, their wish to continue receipt of same, plus name and present mailing address. Any new requests, in addition, must show briefly what further dissemination of BULLETIN material will be made by the recipient, or the maritime activity in which he is engaged.

THIS NOTICE DOES NOT APPLY to personnel of the Active Service or the Coast Guard Reserve, educational institutions, public libraries or Federal departments now in regular receipt of the BULLETIN. Also excluded from this requirement are individuals who have requested, and received, the BULLETIN after 1 October 1949.

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